



STATE OF BICYCLING

MEMPHIS, TN





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Since I first started this job in 2010, the landscape for riding a bicycle in Memphis has changed dramatically. What once was a unique experience for thrill-seekers and avid competitors has become a commonplace occurrence throughout the city. It's not unusual now to see whole families riding bicycles together on their way to the local park, restaurant, or school. Each day, more people are taking advantage of the growing network of infrastructure dedicated for use by persons using bicycles and the results are fantastic.

Communities and neighborhoods in Memphis are becoming more vibrant due to increased activity along our roadways. Our local businesses are benefitting from this activity too as more people travel past storefronts, experiencing what the community has to offer at a slower and more detail-oriented pace. Business districts like Overton Square, Broad Avenue, Madison Avenue, Cooper-Young, and South Main have installed bicycle parking to accommodate the new way patrons are accessing their businesses.

The city has doubled the miles of infrastructure dedicated for use by bicyclists since 2010. There has been a corresponding increase in the number of people using bicycles each day. Projections indicate that this number could double again by 2016 accompanying another 100% increase in the miles of total bicycle infrastructure planned over the next three years.

Even as the number of cyclists are increasing, the number of accidents involving a bicycle have remained unchanged, meaning that the rate of accidents has been decreasing over last three years. New community outreach tools are being planned and are set to launch publicly in early 2014, ushering in a new way to think about transportation options and safety when traveling in Memphis.

The City has also achieved some amazing accolades for its rapid progress towards becoming more bicycle friendly. In 2012, *Bicycling* magazine named Memphis the "Most Improved City for Cycling" after giving naming it to the "worst" list in both 2008 and 2010. Also, in 2013, Memphis became the 500th city in the nation to pass a Complete Streets Policy insuring that as future projects are delivered, the needs of persons using bicycles, transit, or pedestrian means of transportation are equally considered in design decisions along with automobiles.

Despite the great success we've achieved over the last three years, I'm more excited about what the future holds and the potential we have to make Memphis a premier destination for anyone using a bike from around the world.

Keep pedaling,

Kyle Wagenschutz Bicycle/Pedestrian Coordinator

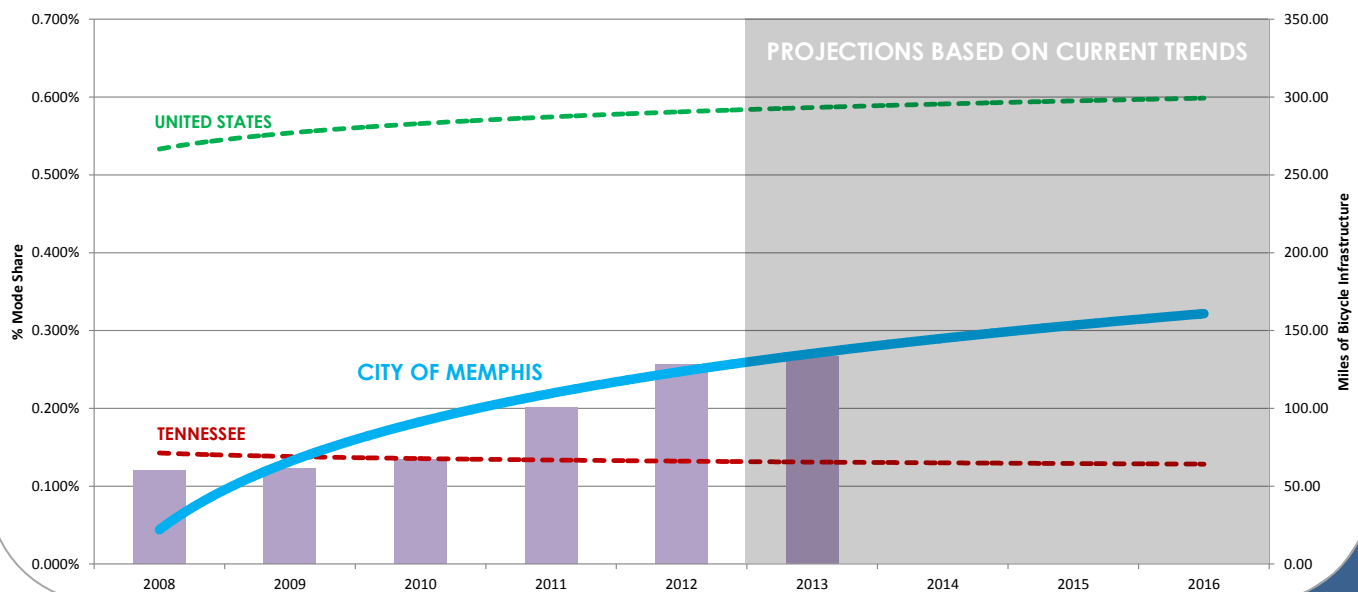
1. Use and Activity

In 2010, the city pledged to creating new dedicated bicycle lanes and shared-use paths for preferential use by persons riding bicycles. This increase in the availability of places to safely ride a bicycle has resulted in an increased usage of bicycles for daily trips. The US Census collects data annually on the methods by which people are traveling to work. This data indicates bicycle usage in Memphis gradually increasing over time, doubling over the last four years and projected to be three times more usage by 2016 compared to 2008. By comparison, Memphis has surpassed levels of bicycling use found throughout Tennessee, but is still about half the average bicycle use experienced in the United States.

This data suggests that while the “build it and they will come” philosophy holds true in Memphis—that as the city increases the opportunities to travel by bicycle using dedicated bicycle lanes and paths more people will choose to ride a bicycle—this approach alone is not sufficient to reach or surpass national levels of bicycle usage. To achieve these levels, additional interventions like educational programs, encouragement activities, and enforcement campaigns must accompany new infrastructure in order to encourage more residents to choose bicycling for the first time.

It is estimated that around 5,000 trips each day are made by bicycle in Memphis. This includes persons traveling for work, school, or utilitarian purposes (shopping, meals, & other personal reasons) as well as those persons using a bicycle for social or recreational riding .

City of Memphis, 2008-2012
Bicycle Mode Share, Commute To Work Trips



In 2011 and 2012, the City of Memphis completed sections of the Wolf River Greenway adjacent to Humphreys Blvd. This shared-use path connects Shelby Farms Park and the City of Germantown and is designed for use by pedestrians or persons using bicycles. Over the course of four weeks in Fall 2013, more than 21,000 people used the trail, with more than 500 average weekday users and about 1,300 average weekend users.

Wolf River Greenway
Average Daily Users, 09/16/13-10/13/13

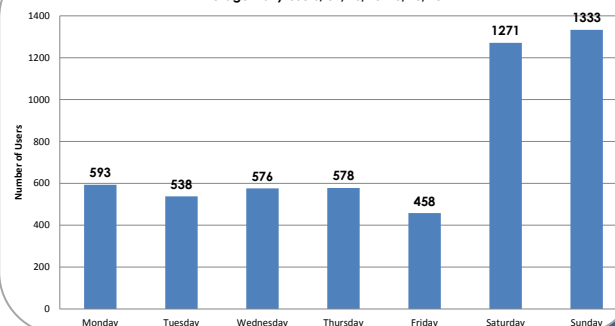


PHOTO: Danny Wilson

2. Infrastructure

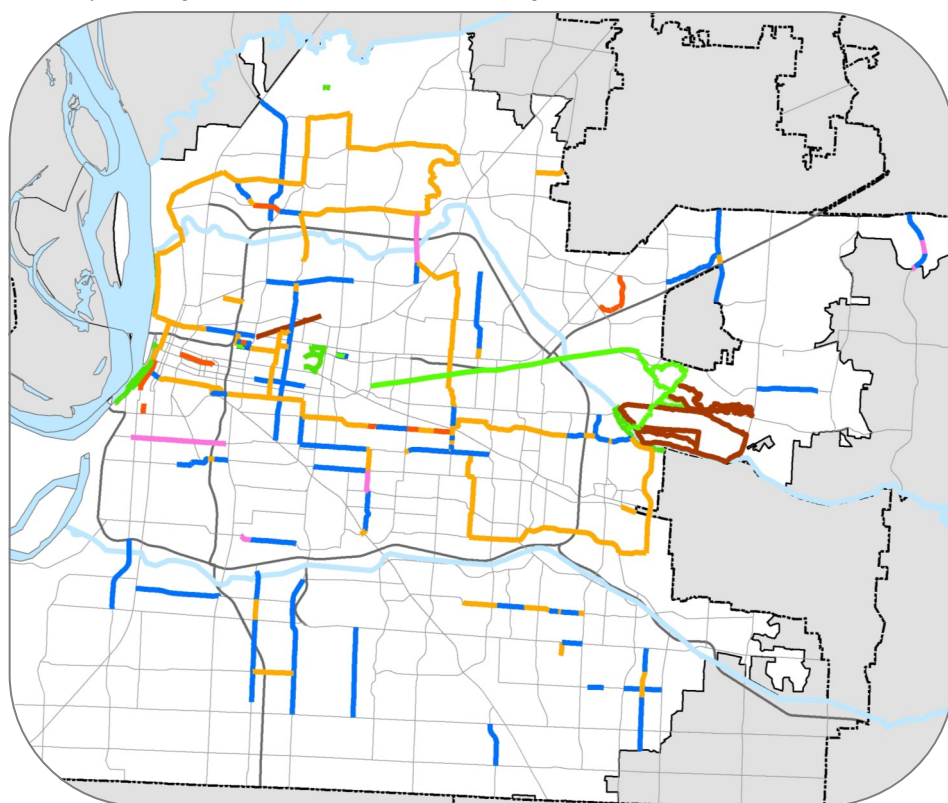
Since 2010, the City of Memphis has constructed 71.15 miles (114% increase) of new infrastructure designed to provide dedicated space for persons using bicycles, mostly along Memphis streets. Most of these gains were achieved through coordination of re-striping efforts in conjunction with on-going repaving projects and did not require any new budgetary considerations in order to create on-street bicycle lanes. Additionally, the amount of shared-use paths, for use by both pedestrians and persons using bicycles, tripled over the same three year period.

With an understanding of projects planned for the next three years, Memphis is expected to once again double the miles of bicycle-specific infrastructure within its limits by 2016. Assuming the relationship between mode share and new infrastructure remains the same, the amount of people bicycling to work each day is expected to increase dramatically, moving closer to the US national average.

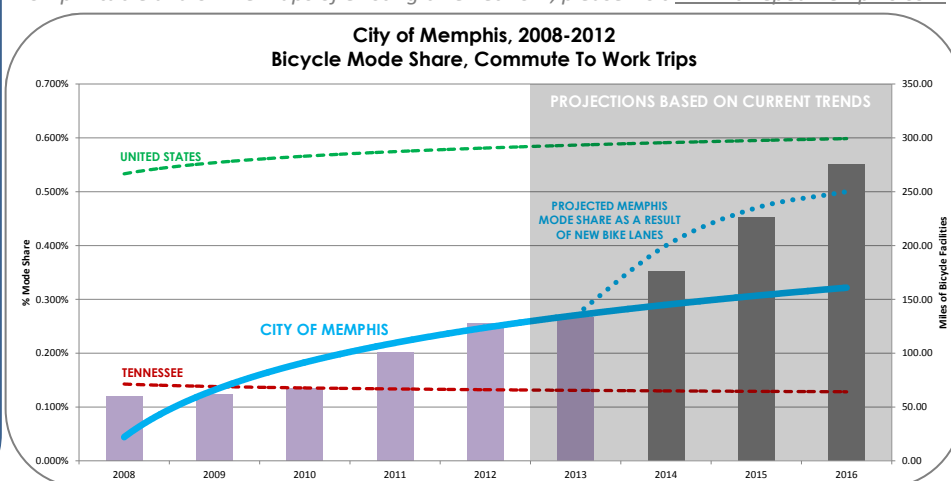
PAST	2010
Total Miles	62.40
Shared-Use Paths	4.40
Cycle Tracks	0.00
Bike Lanes	1.80
Shared Lanes	56.20

EXISTING	2013
Total Miles	133.55
Shared-Use Paths	12.59
Cycle Tracks	0.63
Bike Lanes	52.58
Shared Lanes	67.75

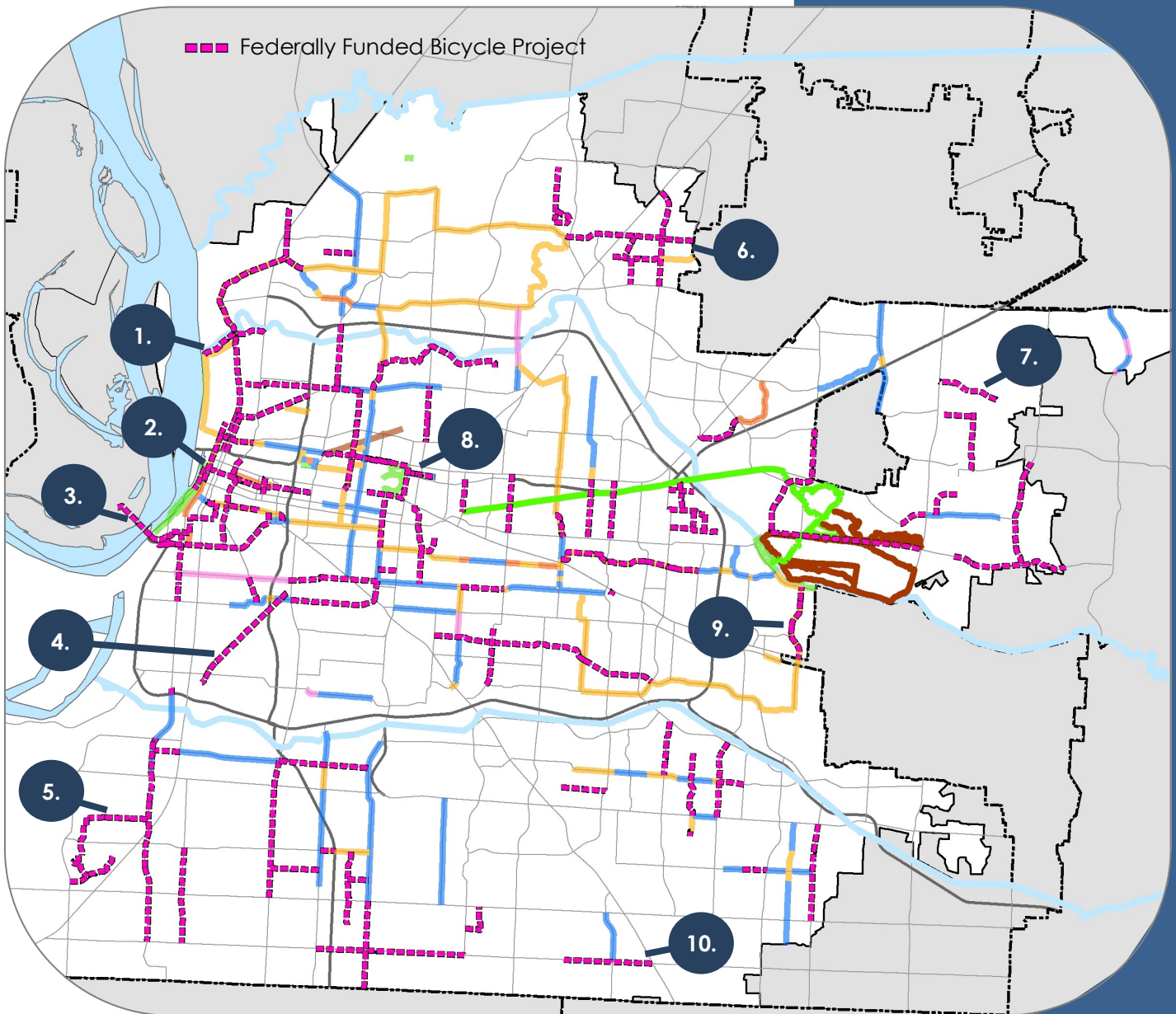
PROJECTED	2016
Total Miles	273.31
Shared-Use Paths	35.90
Cycle Tracks	22.45
Bike Lanes	98.71
Shared Lanes	117.96



For printable and online maps of existing bike network, please visit www.bikepedmemphis.com.



Federal transportation grants will play a large role in expanding the bicycle infrastructure network over the next three years. The following projects have been approved for 80% federal funding and must be matched locally by 20% of the project cost.



Key Projects

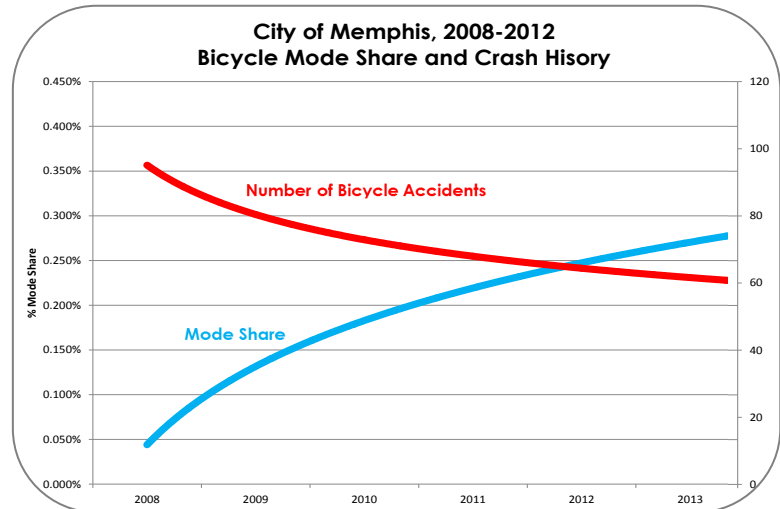
	Project Name	Start	End	Type of Infrastructure
1	Wolf River Greenway Phase 1	Mud Island	Second	Shared Use Path
2	Jefferson Ave	US-51	Cleveland	Cycle Track
3	Harahan Bridge	West Memphis	Virginia Ave	Shared Use Path
4	South Memphis Greenline	Latham	Trigg	Shared Use Path
5	Levi Rd	Marsonne	Leech	Cycle Track
6	Yale Rd	Raleigh Millington	Old Brownsville	Shared Lane
7	Chimneyrock Rd	Germantown	Dexter	Bike Lane
8	Broad Ave	Dead End	Collins	Cycle Track
9	Kirby Rd	Massey	Neshoba	Bike Lane
10	Holmes Rd	Malone	US-78	Bike Lane

For a full list of federally funded bicycle projects, please visit www.bikepedmemphis.com.



3. Safety

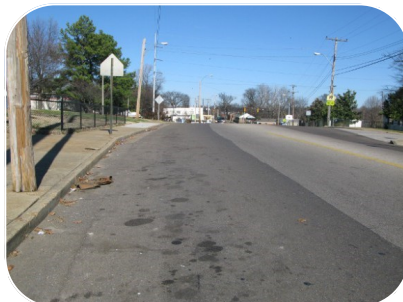
The number of bicycle accidents in the City of Memphis has been steadily declining since 2008. This is especially encouraging data as bicycles are being used more for daily trips and are projected to grow in use over the next three years. Furthermore, this means that the rate of accidents (the number of accidents per person riding a bicycle) are dropping, indicating that the city's focus on building appropriate infrastructure coupled with its ongoing educational programs is having the intended effect. Accidents resulting in a fatality remain stagnant at one or two per year since 2008.



4. The Hampline

On February 24, 2014, Mayor A C Wharton was joined by US Congressman Steve Cohen and leaders from the Historic Broad Avenue Business Association, Livable Memphis, and the Binghampton Development Corporation for a groundbreaking ceremony beginning construction on The Hampline, a two-way cycletrack project through the Binghampton neighborhood. This project will run along both Broad Ave. and Tillman St. for about 1.5 miles connecting persons using bicycle from Overton Park to the Shelby Farms Greenline.

This project is being funded through a variety of funding mechanisms including \$78,000 through crowd-funding late last year. Other funding includes \$2.3 million from the City of Memphis through a federal Congestion Mitigation and Air Quality transportation grant, \$839,000 in other local and national grants, and \$383,000 from local foundations, corporations and other private donors, including the Hyde Family Foundations.



Tillman Street—BEFORE



Tillman Street—AFTER

5. Green Lanes



In May 2013, Mayor Wharton announced plans to implement a network of Green Lanes as a part of the city's commitment to the Green Lane Project, a program of People For Bikes focusing on building protected bicycle lanes in six U.S. cities, including Memphis. A Green Lane is a name for a growing family of modern bikeways—inspired by decades of experience in European cities and adapted to meet the unique needs of American streets, and is sometimes referred to as a cycle track or protected bicycle lane.

They are protected from motor vehicles by curbs, planters, posts, or parked cars. They are separated from sidewalks. Some are painted green, and are carefully engineered with rigorous attention to safety, efficiency, and ease of travel for all street users.

The City installed its first protected bike lane along Overton Park Avenue, between Bellevue and Cleveland, in Fall 2013. Under this new design, key attention is placed on how cyclists and automobiles interact at intersections and driveways. Green paint alerts both motorists and cyclists of the likelihood of crossing each other at that location and special treatments are used to help automobiles and bicycles merge more safely at stoplights.

The City of Memphis is expected to have more than 22 miles of Green Lanes ready for use by 2016.

Key Projects

Project Name	Start	End	Length (Miles)
Adams Ave	Fourth	US-51	0.16
Belvedere Blvd	Beard	Poplar	0.08
Broad Ave	end	Collins	0.42
Broad Ave	Collins	Tillman	0.61
Cleveland St	Poplar	Linden	0.65
Cleveland St	North Parkway	Overton Park	0.32
Cleveland St	Overton Park	Poplar	0.39
Cleveland St	Linden	Peabody	0.13
Cleveland St	Harbert	Lamar	0.2
Craigmont Dr	Bluefield	Covington Pike	0.39
Crump Blvd	Danny Thomas	East	1.13
Danny Thomas Blvd (TN-1)	Alabama	EH Crump	1.91
Dr. MLK, Jr. Ave	US-51	Manassas	0.65
Dr. MLK, Jr. Ave	Linden	Peabody	0.18
East St	MLK, Jr	Crump	0.23
EH Crump Blvd	Kentucky	Danny Thomas	0.95
Evergreen St	Galloway	Beard	0.47
Exchange Ave	Main	Third	0.15
Florida St	Carolina	South Parkway	1.41
Graham St	Philwood	Goodlett	0.49
Jefferson Ave	US-51	Cleveland	1.61
Kirby Pkwy	Poplar Pike	Messick	0.9
Kirby Rd	Neshoba	Poplar	0.7
Levi Rd	Marsonne	Ford	0.2
Levi Rd	Ford	Leech	0.31
Manassas	Union	Dr MLK Jr	0.23
McLean Blvd	Troy	Chelsea	0.58
New Horn Lake Rd	Peebles	Mitchell	0.78
New Horn Lake Rd	Mitchell	Fairway	0.52
Overton Park Ave	Cleveland	Stonewall	0.27
Riverside Dr	Jefferson	Beale	0.5
Riverside Dr	Beale	Carolina	1.05
Shelby Oaks Dr	Summer	Summer Trees	0.73
Tillman St	Broad	Shelby Farms Greenline	0.67
Waring Rd	Summer	Walnut Grove	1.22
Watkins St	I-240	Levee	1.11
Whitten Rd	Raleigh LaGrange	south of I-40	0.35
Whitten Rd	south of I-40	Goodlett Farms	0.14

For a full list and map of Green Lane projects, please visit www.bikepedmemphis.com.



“We’re working hard to make sure we’re not just building quantity, but that we’re building **quality bike lanes**. We want all our citizens, **young and old**, to be able to make the choice to bicycle and feel safe and comfortable when doing so.”

Mayor A C Wharton , Jr.



For more information regarding bicycling programs in the City of Memphis, please contact:

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